AFFAIRS OF THE RAILWAYS.

The Thrifty Men in Railroad Service. A number of railroad officials were in conference yesterday, when the conversation turned to the condition of their employes in a financial way. One of the number remarked that his experience had shown him that employes who seemed the most prosperous were those who drew the smallest salaries, clerks in the offices, platform men, yard men, and those who were in the train service, more especially in the passenger service. He said that seven out of ten of the classes of employes in the branches of service spoken of had little homes of their own or a snug sum of money in some of the banks, while the men who receive large salaries had spent it as fast as it was paid to them. The official then named a platform man who had been on his road sixteen years, working at a salary of \$45 a month most of the time, and he had a good home and one or two houses that he was renting, while a dispatcher on his road, who while a dispatcher on his road, who had for years been getting \$100 a month, came to him the other day to borrow a hundred dollars, having fallen behind in paying his bills that much last year. Another official said that last month he had a much similar case. His road had one more traindispatcher than it needed, and dropped him, and, although the man had been in that position seven years, he had not enough money to move, with his family, fifty miles, without aid, and the employes of the road made up a purse of \$60 for him. A third official, prominent in the freight service, said that recently a case came up that eclipsed either of those above alluded to. A man who had held a good position in the freight service for over fifteen years, to. A man who had held a good position in the freight service for over fifteen years, never having drawn a less salary than \$150 per month, and most of the time \$200, was at the expiration of the year thrown out of a job. He told his superior officer that unless he got work within thirty days he would be penniless, and he is a man of small family and never has suffered by illness. A fourth told of his experience. He said that he was now really keeping a man he did not need out of sympathy, and that man, to his certain knowledge, after his first year's railroad service, had never drawn less than \$100 a month salary, and of late years as high as \$250 a month. He said that he sometimes felt that a man who would be so thriftless did not a man who would be so thriftless did not | for locomotives and other heavy rolling deserve sympathy. He also stated that on careful inquiry he had found that the most thrifty of their employes were those who had salaries ranging from \$45 to \$75 per month. The drift of the conversation was not that lower salaries were advisable, but to the effect that men who drew large sala-ries did not improve the opportunity they had to lay up something for a rainy day. Wabash People Deny Cutting Rates.

Agent Snow, of the Wabash, denies the report that his road has in any way been cutting rates. Said he this afternoon: "We were pharged with cutting rates to New Orleans, with selling 1,000-mile tickets below tariff and paying commissions to Kansas City and Memphis agents. I want to say that the charges are absolutely false. There is not a solitary thing in all our transactions that we care to hide. Gen. McNulta offered free access to our books to any one who thought we were cutting rates. I think everyone is now satisfied on that point. In regard to paying commissions at Kansas City and Memphis, we have not paid a cent of commission in Kansas City since Jan. 1. In Memphis we pay commissions, ac-1. In Memphis we pay commissions, according to our agreements with other roads, to regular ticket agents. The Wabash has not nor does it contemplate any cut in rates. We propose to stick to our agreements. Here are a couple of affidavits in this connection which make very interesting reading," continued Mr. Snow. "Last Saturday Mr. C. A. Meyers bought a 2,000-mile ticket, No. 3372, over the Alton road, from Mulford, the ticket-scalper. At the same time he received a rebate Alton road, from Mulford, the ticket-scalper. At the same time he received a rebate order from Mulford entitling him to \$38.70 in St. Louis, Meyers having paid \$45 for the two-thousand-mile ticket. Meyers then turned the ticket over to Perry Griffin, our city passenger and ticket agent. Griffin turned the ticket over to Mr. O'Brien, along with the rebate order. The ticket was made out in the name of J. H. Ray, and was procured by Mulford by sending a boy to the Alton ticket office while Meyers was waiting. O'Brien then started for St. Louis. waiting. O'Brien then started for St. Louis, Saturday night, and after his arrival there presented his rebate order on Mulford's agency and received therefor \$38.70. All these transactions are backed up by affida-vits. The gist of the whole affair is that the Alton road is using these mileage books to cut rates. The regular rate to St. Louis is \$7.50. You can see that O'Brien's ride cost him \$6.30, a cut of \$1.20, which the Alton undoubtedly made. This is not the end of the matter." continued Mr. Snow: "we propose to find out just what is the animus of these charges so falsely made against us. In our investigations we are very liable to hurt some one. We were forced into this fight, and will make it warm for our accurate. fight, and will make it warm for our accus-

CHICAGO, Jan. 21.—General Passenger

SYRACUSE, N. Y., Jan. 21.—In the Oswego, Oyer and Terminer term of court, which opens this week, several cases against the Rome, Watertown & Ogdensburg Railroad Company will be tried, which will interest every train conductor in the country and thousands of railroad men generally. The company made a wholesale discharge of conductors last October on all of its divisions, and one of them has brought an action to recover the wages withheld to make reparation for amounts alleged to have been stolen from the company. It is the first time that an action of this nature has been brought into court. The conductors state their case in a secret circular. in which they say: "Upon the results of these cases rest the rise or fall of the conductor of the future, hence the necessity of a verdict in our favor, or, virtually, yours. To permit corporations to retain your salary for months, and upon demand refuse payment upon the flippant excuse that an informer believes you have not performed your duty, is unbearable, and when we consider that we have spent the best part of our lives for the best interests of the company and its patrons, we would be cowards to our manhood if we allow ourselves and our families to be robbed of our good name and standing before the public and before our associates should we allow those charges to pass without no-The railroad company places the indebt-

Dismissed Conductors Appeal to the Courts.

edness of the conductors at from \$23 to \$150. The indications are that the Conductors' Brotherhood of the United States has taken charge of the conductors' side of the issue. If the company fails to establish the guilt of the conductors, suits for defamation of character will be instituted at once, and the conductors' association will endeavor to make a test case of the affair and put an end to the "blue envelope" and similar sys-tems of discharge which have a tendency to disgrace the person whose services are dispensed with. The railroad company's answer is plain and defiant. Dates and amounts are furnished and the charges made in a straightforward manner.

Important Transfer of Stock.

PITTSBURG, Jan. 21.-It is stated upon information received from a source said to be most reliable that Herbert Hostetter has sold to the Vanderbilts all stocks and interests of the late Dr. Hostetter in the Pittsburg & Lake Erie railroad. This gives the Vanderbil's full control of the line, and at the annual meeting of the board here tomorrow some important changes will be

Personal, Local and State Notes. The improvements which Judge Gresham last week gave Receiver McNulta, of the Wabash, permission to make will cost \$185,-

The Indianapolis car-works were yester-day awarded the contract to build 250 cars for the Cincinnati, Hamilton & Dayton

E. C. Bradley, superintendent of all the telegraph lines of the Pennsylvania Company west of Pittsburg, is spending a day or two in the city.

The executive committee of the Central Traffic Association has advised that all interchangeable mileage ticket-books be with-drawn, as they tend to demoralize rates. General Passenger Agent Smith, who was

ets, is reported to favor the withdrawal of them, one year's trial by the Lake Shore people demonstrating that their use is not

The C., I., St. L. & C. will expend considerable money the present year in extending its side-track room, mostly in lengthening those already constructed.

Should the Erie people secure control of the Ohio, Indiana & Western road it would let the Wells, Fargo & Co. Express Com-pany into this territory and Peoria. John Black, formerly master mechanic of the C., H. & D. road, has accepted a similar position on the Chicago & Atlantic road, with headquarters at Huntington, Ind.

The Louisville, New Albany & Chicago road earned in the second week of January \$34,383, an increase over the earnings of the corresponding week of last year of \$1,312. Col. Harry Crawford says that the whole of the Wabash system will be taken out of the hands of the receivers, and turned over to the purchasing committee by the middle

C. S. Phillips, formerly with the T., D. & St. L. road, has been appointed chief train-dispatcher of the western division of the Baltimore & Ohio road, with headquarters at Garrett, Ind.

J. I. G. Charleton, general passenger agent of the Mobile & Ohio road, has resigned, to take effect Feb. 1. Mr. Charleton was for some years assistant general ticket agent on the Wabash road.

The Bee-line, which was in the market for 750 cars, has awarded the contracts, dividing them up between the Terre Haute car-works, the Litchfield car-works, and the Peninsular car-works of Detroit.

The National Association of Railway Accounting Officers will hold a meeting in St. Louis on Thursday next. Among other matters the report of the statistician to the interstate commission will be considered. Travel to Pacific coast points, which has been unusually light for three months past, is improving. Competitors of the Ohio, Indiana & Western and the Chicago & Alton charge that these lines are still shading rates to California points.

D. B. Robinson has been appointed assistant general manager of the Atlantic & Pacific road, with headquarters in Boston. S. M. Rowe has been appointed chief engineer of the western division of this road, with headquarters at Albuquerque.

Frank Robinson, superintendent of motive power of the Maine Central road, has been offered \$4,000 a year to go to Persia to accept a similar position on a Persian road. This road has contracted in Philadelphia

The Pennsylvania people are again so pressed with east-bound business that they are holding back deliveries from the Vandalia. Last night the Vandalia had in its yards here 260 loaded cars for the C., St. L. & P., and along the line as many more on side-tracks.

E. A. Ford, general passenger agent of the Pennsylvania lines west of Pittsburg, and H. R. Dering, assistant general pas-senger agent, who have been on the Pacific coast for a couple of weeks, left San Fran-cisco on Friday last for the East. They are expected home on Thursday.

The proposed \$15,000 subsidy for the Evansville & Richmond railroad, in Center township, Wayne county, was voted, yesterday, by a majority of twenty-six votes, in a total of 516 cast. In that township the road was voted \$115,000, and it enters no other townships of the county.

Quite a heavy interchange of traffic is going on between the Chicago, Burlington & Quincy, the Toledo, Peoria & Western and the Pennsylvania Company via the State line. Both east and west bound the tonnage is said to be heavier between these companies than at any former period.

The "Golden Gate special" is not, as now run, proving a paying institution. An effort is to be made, with roads east of Council Bluffs, to run the trains through solid between New York city and San Francisco. It is believed that the patronage will then pay to run trains of such a char-

A plan has been perfected by which a system of pipes, where the steam is fur-nished from the locomotive for heating the train, can be attached to the Baker heater, now so much in use in coaches, at an expense of \$45 per coach. One Eastern road has ordered 100 of its coaches fitted up with

Telegrams received here yesterday re-ported that the fight between the Adams and the United States express companies, which has been in progress for some months, was nearing its close, and that harmonious relations would be established within the next day or two. The settlement includes a division of territory.

The master mechanic of the Chicago & Eastern Illinois road has invented a device which he calls the "air locomotive bell ringer." All the engineer does is to turn on air when the engine approaches a crossing or any other place where it is necessary to ring the bell, and it rings. It is a simple affair, costing only \$15 to put it on a loco-

General Manager McDonald, of the Cairo & Vincennes road, has recommended to the directory that they build a road to Indianapolis, provided that they cannot secure control of the Indianapolis & Vincennes road. It is stated that the C, & V. people could build a line from Vincennes to Indianapolis at about 60 per cent. of the bonded debt which the Pennsylvania company has piled on to the Indianapolis & Vincennes road.

The east-bound shipments of flour, grain and provisions by the Chicago lines in the Central Traffic Association last week aggregated 35,194 tons, against 46,577 tons for the preceding week, a decrease of 11,383 tons, and against 30,975 for the correspond ing week last year, an increase of 4,219 tons. The Vanderbilt lines carried 40.6 per cent. of all the business: the Pennsylvania lines. 25.1; Chicago & Grand Trunk, 24.5; Baltimore & Ohio, 9.1; Big Four, 0.7.

A. A. Zion, president of the Train-dispatchers' Association of America, has sent the following notice to the railroad superintendents: "One of the chief features of the Train-dispatchers' Association of America is to render assistance to its worthy members in procuring employment. As the association is intended to benefit the railway companies as well as its dispatchers. we hope to receive your co-operation in the assistance we desire to give our members. Any information you can give concerning vacancies will be very acceptable, and only reliable men recommended to you."

The Evansville Journal says that D. J Mackey has had his eye upon the I. & V. railroad for some time, and is quietly endeavoring to gain control of that property, considering it a valuable acquisition to the Mackey system, as it would give him an entrance to Indianapolis. Although nothing can be obtained from the officials here to substantiate the rumor, yet it is believed the report is well founded. This would give the Mackey people a line fourteen miles shorter than via Terre Haute, and present indications are that the roads having the shortest routes in the future are to be the prosperous ones, the whole drift of railroad reform being in that direction.

May Musical Festival.

At the meeting of the board of directors of the May Musical Festiva!, last evening, General Carnahan was elected president; A. Kipp, vice-president; Ed Porter, treasurer; Henry S. Rogers, secretary; Prof. Carle Barus, musical director. Messrs. John H. Holliday, H. Leiber and J. H. Stem were appointed a committee to draft rules to govern the association. After the meeting the directors visited the chorus of four hundred members. General Carnahan. being introduced as president of the board by J. H. Stem, made a speech, which was received with enthusiasm. The success of the enterprise, its promoters say, is now assured. The capital stock is \$5,000, and any citizen who wishes to further the interests of the festival by taking stock in shares of \$5 each can do so by calling on the secretary, No. 51 Ingalls Block. The stock will be assessed as the board of directors may determine.

Harrison Home Club. All who have enrolled themselves in the Harrison Home Club will confer a favor upon the committee if they will call at the office of Moore & Thornton, Room 3, 77 1-2 East Market, and leave names if they wish to go to Washington.

Death of Ingram Little. Ingram Little, a former citizen of this city. died at his home, in Cumberland, Ind., last Sunday. His remains will be brought to one of the originators of this class of tick- | the city to-day, and interred in Crown Hill



S a rule, all colored or highly perfumed soaps should be avoided A as dangerous. They rely upon their appearance and odor (which disguises rank materials) for their sale. The whiteness and the odor of the Ivory Soap are natural to it, and are due to the excellence of the material used.

A WORD OF WARNING.

There are many white soaps, each represented to be "just as good as the 'lvory';" they ARE NOT, but like all counterfeits, lack the peculiar and remarkable qualities of the genuine. Ask for "Ivory" Soap and insist upon getting it.

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Cemetery. He was seventy-two years of age, and has lived in Indiana since 1830. He built the Little Hotel, on the corner of Washington and New Jersey streets.

Real Estate Transfers. Instruments filed for record in the recorder's office of Marion county, Indiana, for the twentyfour hours ending at 5 P. M., Jan. 21, 1889, as furnished by Elliott & Butler, abstractors of titles, Room 23, Ætna Building.

Joseph H. Patterson to Wm. H. Wilhelm, lots 16, 17, 18 and 19, in John Trost, jr.'s. Haughville subdivision of Holmes's West-end addition...... Julius F. Pratt et al. to Woodburn-Saryen Wheel Company, part of lot 89, in square 27.

Woodburn-Sarven Wheel Company to
Julius F. Pratt, trustee for Elizabeth
G. Smith, part of lot 89, in square 27.

Christopher Hilgenburg to Michael A.
Keefe, quit-claim to part of lot 79, in
Fletcher et al.'s subdivision of outlot 91 9,131.00 124.39 60.00 ion of lots 9, 10 and 11, in Johnson's heirs' addition..... Bertha Brandt to Morris E. Bundy, lot 7, in White & Boblet's subdivision of block 14, in A. E. Fletcher's first ad-

2,000.00 United States Wire and Nail-works to J. A. Lemcke, 12 lots in Beaty's addi-Charles A. Killie to Emma B. Rehm, part of lot 55, in Hanna's heirs' addition.

D. M. Bradbury to George W. Seibert, lots 11 to 40, inclusive, block 22, in Beaty's heirs' addition.

John S. Spann et al. to Win McGinnis 2,000.00 1,300.00 750.00 Felix T. McWhirter to Margaret E. Huey, lot 74, in Woodruff Place..... Maria R. Stilz et al. to Indianapolis Terre Cotta Company, block A in E. T. Fletcher's second addition to

2,000,00 Brightwood

Eudorus M. Johnson to Hannah G.

Woodruff, quit-claim to lot 158, in
Woodruff Place

Henrietta A. Wurgler to Mary Frey, 100.00 lots 2 and 3, in Fatout, commission er's, subdivision of outlot 157..... 1,500.00 John S. Lazarus to Josephine S. Bron-son, lot 23, in Lazarus & Pierce's Meridian Place. Joseph F. Flack to Andrew P. Hoover, 1,200.00 lots 16 and 17, in Goodlet & Thornton's subdivision of block 19, in Holmes's West-end addition.....

dition..... Conveyances, 19; consideration.....\$48,386.39 Stop that cough. Brown's Expectorant is

Martha E. Drew to Wm. H. Meier, lot

96, in Wm. H. Morrison's second ad-

WANTED-AGENTS. A GENTS WANTED-\$75 A MONTH AND EX A penses paid any active person to sell our goods; no capital; salary monthly; expenses in advance; par-ticulars free. STANDARD SILVERWARE CO.,

WANTED-MISCELLANEOUS. ~~~~~~~~~~~~~~~ WANTED-SALESMEN EVERYWHERE FOR W door-plates, bells, white enamel letters, house-numbers, etc.; excellent sellers and big profits. Write for circulars and terms. NEW YORK DOOR PLATE CO., Albany, N. Y. WANTED-A MERCHANT (A GROCER PREferred); one having only \$300 cash capital, to be used in shipping goods from his own store, per express, strictly C. O. D. Yearly income to equal capital invested. Whole stock sold monthly. Time required, only five minutes daily. Address SHIPPING AGENT, Journal office.

FOR SALE-REAL ESTATE.

REAL ESTATE-HALL PLACE-EIGHT-ROOM cottage, natural gas, etc., in first class repair; a bargain at \$3,000. ROB'T MARTINDALE & CO., 62 East Market street. REAL ESTATE-36 ACRES ON BELT RAIL road, with natural gas, for a few days only, at \$400 per acre, adjoining property now selling at the rate of \$850 per acre. Inquire at VAJEN'S REAL ESTATE EXCHANGE, 79 East Market street, Farms and improved property for sale or trade.

ANNOUNCEMENTS.

TAKEN UP-BAY MARE AND PHAETON. CHAS. R. MORIARTY, superintendent's office. C. St. L. & P. R. R., Union Station A STROLOGER - MRS. DR. ELLIS NEVER fails to read life's history correctly. Consult her at once and learn what the new year has in store for you, where to go, what to do for the best; of your friends. enemies, journeys. Start the new year right and you will come out with success. 23 East Michigan street. SURVIVORS OF THE SIEGE OF VICKSBURG -Take Notice. At a joint meeting of the Thurty-fourth aud One-hundredth Indiana Volunteers, held at the city of Portland, Ind., Oct. 10, 1888, Gen. R. A. Cameron, of Penver, Col., offered the following reso-Resolved, That it is the sense of this meeting, that an organization of the survivors of the siege of Vicksburg should be perfected at as early a day as possible and that Col. N. Headington of the Thirty-fourth, and Col J. W. Headington of the One-hundredth, be appointed to take proper steps to put on foot the organ-Which resolution was unanimously adopted. Now, in pursuance of said resolution, the above named committee hereby make the following call for the purpose of effecting the said organization.

The meeting for organization will be held at the Grand Hotel, in the city of Indianapolis, Ind. Feb. 22, 1889. Fach and every regiment that participated

delegates, one from each company in regiment, to take part in the organization. Now let every reg-iment and company in the United States at once ap-point their delegates to attend this meeting. Come let us reason together. N. HEADINGTON, Thirty-fourth Indiana. J. W. HEADINGTON, One-hundreth Indiana.

Other papers please copy.]

the siege of Vicksburg is requested to send ten (10)

FINANCIAL. FINANCIAL-ROBERT MARTINDALE & CO., Loan Agents, 62 E. Market st. MONEY TO LOAN-6 PER CENT. HORACE MCKAY, Room 11, Talbot & New's Block.

PINANCIAL MONEY ON MORTGAGE, FARMS C. E. COFFIN & CO. and city property. SIX PER CENT. ON CITY PROPERTY IN IN. diana. ISAAC H. KIERSTED, 13 Martindale \$50 000 TO LOAN AT 6 AND 7 PERCENT. METZGER, No. 5 Odd-fellows Hall, N. E. cor. Washington and Pennsylvania. MONEY TO LOAN ON FARMS AT THE LOW

& CO., 72 E. Market st., Indianapolis. FOR RENT. FOR RENT-ROOMS WITH STEAM POWER. Apply at Bryce's bakery.

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Malaria, Dumb Chills, Fever and Ague, Wind Colic, Bilious Attacks. They produce regular, natural evacuations, never gripe or interfere with daily business. As a family medicine, they should be in every household. SOLD EVERYWHERE.

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Do Your Own Dyeing, at Home. . They will dye everything. They are sold everywhere. Price 10c. a package. They have no equal for Strength, Brightness, Amount in Packages or for Fastness of Color, or non-fading Qualities. They do not crock or smut; 40 colors. For sale by F. A. Bryan, druggist, cor. Mass. ave. and Vermont st.; Herman E. Frauer, apothecary, 246 E. Washington st.; T. C. French, Masonic Temple Drug Store, cor. Tenn. and Washington sts.; Otto Schopp, druggist and apothecary, 302 S. Illinois st.; Jno. W. Scott, druggist

Is now admitted by the medical anthorities to be s Is now admitted by the medical authorities to be a deficiency or undue waste of Oxydizable Phesphorus normally existing in the human economy. The remedy consists in the administration of a preparation of Phosphorus being at once assimalable and oxydizable. WINCHESTER'S HYPOPHOSPHITES is the only preparation of Phosphorus which combine these characteristics in the highest degree for Consumption, Bronchitis, Coughs, Night Sweats, and Nervous Diseases it is unequalled. Recommended by Physicians, Sold by Druggists. \$1 per bottle. Send for circular. WINCHESTER & CO., Chemists, 162 William st., N. Z.



Ar. from N. Y. & Pittsbg...11:40am.....6:50pm 10:20pm "Columbus, Richmond, etc.....9:40am 3:50pm Sleepers to Pittsburg and New York without change. CHICAGO DIVISION.

Leave for Chicago and Northwest...11:20am 11:20pm
Arrive from Chicago and Nortwest... 3:50am 3:50pm

Leave for Louisv'le& the So'th, 4:05am 8:30am 4:00pm 5:10pm Ar. from Louis-v'le & the So'th.10:45am 11:10am 6:40pm 11:00pm I. & V. R. R. -SOUTHWEST.

Cairo Express, Leave
Vincennes Accommodation, Leave Vincennes Accommodation, Leave - - - 4:00pm Vincennes Accommodation, Arrive - - 10:50am Cairo Express, Arrive - - - 5:00pm

Sleeping, Parlor and Reclining-chair Cars are run on through trains. For rates and information apply to ticket agents of the company or H. R. DERING, As-sistant General Passenger Agent.

The only line with solid trains to Bloomington and Peoria, with through cars to principal Missouri river points, in several hours less time than any other line. Also, through Sleeping and Reclining-chair Cars, via Danville to Chicago, making as quick time at lower rates, than any other line. The authorized differential route East, with quick time, and through tickets to principal Eastern

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Leave, going East.......*4:10am 11:00am *9:00pm
Leave, going West......*7:30am 3:30pm *11:00pm
Arrive, from East.......*7:00am 3:15pm *10:30pm
Arrive, from West......*3:50am 10:40am *8:40pm
*Daily. All trains have the finest of Buffet, Sleeping and Reclining chair Cars. For tickets and full information apply at 42 and 44 Jackson Place, opposite main entrance Union Station, the Union Station, Indianapolis, or to any agent on the line.

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The ONLY LINE running a MORNING TRAIN to Chicago, returning the same day. Leave Indian-polis 7.10 a. m., daily; returning, leave Chicago at 11:40 p. m., daily, arriving Indianapolis 8:10 a. m. Other trains leave as follows: 11:55 a. m. (except Sunday), arrive at Chicago at 11:15 p. m. (dally), arrive at Chicago at 7:30 a. m. 6:00 p. m. (dally), Monon Accommodation. Pullman Sleeping and Chair Cars on all through

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Times-Star, Cincinnati, Ohio. Leader, Cleveland, Ohio, Ohio Farmer, Cleveland, Ohio. Plain Dealer, Cleveland, Ohio. Dispatch, Columbus, Ohio. Press, Columbus, Ohio. State Journal, Columbus, Ohio. Democrat, Danbury, Conn. Republican, Denver, Col. Leader, Des Moines, Iowa, Journal, Detroit, Mich. Tribune, Detroit, Mich.

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Courant, Hartford, Conn. Indiana Farmer, Indianapolis, Ind. Journal, Indianapolis, Ind. News, Indianapolis, Ind. Sentinel, Indianapolis, Ind. Citizen, Jackson, Mich. Times-Union, Jacksonville, Fla. Journal, Jersey City, N. J. Telegraph, Kalamazoo, Mich.

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Chronicle, St. Louis, Mo.

Republic, St. Louis, Mo.

Call, San Francisco, Cal.

News, Savannah, Ga.

Truth, Scranton, Pa.

Herald, Salt Lake City, Utah.

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News, Wilmington, Del.

Spy, Worcester, Mass.

New Haven, Conn.

American, Waterbury, Conn.

Reporter, Woonsocket, R. I.

Bee, Toledo, Ohio,

Blade, Toledo, Ohio.

Oregonian, Portland, Oregon

Chronicle, Pottsville, Pa.

Dispatch, Richmond, Va.

Journal, Providence, R. I.

Telegram, Providence, R. I.

News and Observer, Ruleigh, N. C.

Morning Herald, Rochester, N. Y.

Democrat and Chronicle, Rechester, N. Y.

Union and Advertiser, Rochester, N. Y.

Times, Philadelphia, Pa.

Chronicle-Telegraph, Pittsburg, Pa.

Record, Philadelphia, Pa.

World, New York city.

Times, Norristown, Pa.

Journal and Courier, New Haven, Conn.

Star, Kansas City, Mo. With Saws and Tools. Gazette, Little Rock, Ark. Advertiser, London, Ontario. Commercial, Louisviile, Ky. Courier-Journal, Louisville, Ky. Times, Louisville, Ky. News, Mansfield, Ohio. Appeal, Memphis, Tenn. ROCKWOOD, NEWCOMB & CO. Journal, Meriden, Conn.

RAILWAY TIME-TABLES. PENNSYLVANIA LINES-THE DIRECT AND POPULAR PASSENGER ROUTES.

Trains leave and arrive at Indianapolis as follows: Leave for Pittsbg. & N. Y., 4 30am., 3:00pm 5:10pm

J., M. & I. R. R.-SOUTH.

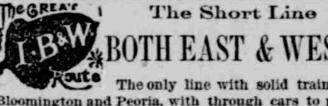
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4:00pm

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Trains arrive at Indianapolis:
8:20 a. m., 11:40 a. m., 4:55 p. m., 10:55 p. m. (daily.)
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